

Fair tonight and Sunday.
Warmer Sunday

The Washington Times

LAST EDITION

NUMBER 4587.

WASHINGTON, SATURDAY EVENING, JANUARY 5, 1907.

PRICE ONE CENT.

BOMB THROWN WRECKS BANK; TWO ARE DEAD

Cashier Fourth Street
National at Philadel-
phia Victim.

The Unknown Assailant,
Turned Away by Presi-
dent, Loses Life

Explosion Takes Place in
Financial District When
Crowd Is There.

PHILADELPHIA, Jan. 5.—An as-
sailant today set off an internal machine
in the Fourth Street National Bank, on
Fourth street, below Walnut.

The building was completely wrecked,
two men were killed and a score were
injured.

The dead:
WILLIAM Z. McLEARY, cashier of
the bank, of St. David's, Pa.

UNKNOWN MAN, who set off the
machine.

Seriously injured:
William Krump, colored porter. Half
of face blown off and eyes blown out.
Horribly burned over entire body. May
die.

T. A. Hasbach, of West Philadelphia,
an employee of the bank. Badly burned
and cut. May die.

Many Cut and Bruised.

Many others who were cut and
bruised by glass and debris had their
injuries dressed by ambulance surgeons
and physicians who were hastily sum-
moned to the scene.

It was shortly before noon when the
financial district is crowded that the
explosion occurred and a panic ensued.

The bomb, or internal machine, was
carried into the office of President Rich-
ard Houston, by a tall, thin individual,
who was apparently a Russian.

Reaches President.

He was successful in forcing his way
into the president's office. There he told
a story of poverty and a gambling way,
and concluded by saying that he wanted
to borrow \$500 on his life insurance policy.

"When I get through my routine work
I will see what I can do for you," said
President Houston, who did not like his
visitor's appearance.

Then the colored porter was called
and the stranger was ushered out. He
walked toward the cashier's office and
placed a package on the floor and stood
there in silence.

Explosion Follows

The next that any of the occupants
knew was a terrific explosion. McLeary
and the stranger were found dead, hav-
ing been almost blown to pieces, the
porter was written in agony, and in
other portions of the building women
and men were covered with blood from
their own wounds.

Amphibians, patrol wagons, police
and firemen were soon on the scene
and restored order.

The valuables in the bank are now
being guarded by policemen.

SELECTION OF SITE FOR PEACE BUREAU

The announcement made yesterday
that Andrew Carnegie had made a gift
of \$500,000 to the republics of the world
for the erection of a peace building in
Washington, to be used by the Bureau
of American Republics, has been re-
ceived with unqualified pleasure by the
South American diplomats.

Intense gratification was expressed in
all the diplomatic circles, it being be-
lieved that this would become available
for the perpetuation of the work.

The twenty-one members of the
Bureau of Republics will meet to ap-
point a committee within the next few
days, to select a site for the building
and formulate plans.

THE WEATHER.

There has been another sharp fall in
temperature in the Northwest and the
north Pacific States, while to the south-
ward it is considerably warmer.

The weather will be generally fair to-
night and Sunday in the East and South,
except in the Ohio valley, the lower
lake region, and eastern New York,
where there will be rain or snow Sun-
day.

Temperatures will rise somewhat.

Steamers departing today for Eu-
ropean ports will have fresh westerly
winds, becoming variable with generally
fair weather to the Grand Banks.

TEMPERATURE.

9 a. m. 39
12 noon 50
1 p. m. 52

DOWNTOWN TEMPERATURE.

(Registered Alford's Standard Thermometer.)
9 a. m. 38
12 noon 50
1 p. m. 52

SUN TABLE.

Sun sets tomorrow 4:52
Sun rises tomorrow 7:15

TIDE TABLE.

Low tide today 6:31 p. m.
High tide tomorrow 7:15 p. m.
Low tide tomorrow 12:10 a. m., 12:45 p. m.

HARPERS FERRY, W. Va., Jan. 5.—
Both rivers clearing.

Notice.

For important changes in schedules of
Southern Ry. see pages 2 and 12—Adv.

WHAT REPUBLICAN HEADS COMMITTEE CORTELYOU QUIT?



SENATOR N. B. SCOTT OF WEST VIRGINIA,
Veteran Who May Be Next Chairman of National Republican Committee.

New and Scott Are Mentioned For The Honor.

Who will be the new chairman of the
Republican national committee?

This question is agitating all of the
Republican candidates for President. It
is worrying the man now in the White
House; it is giving lines of care to mem-
bers of the committee.

Chairman Cortelyou will resign the
chairmanship when he takes hold of the
Treasury March 4.

It has all along been conceded that
Harry New, of Indiana, now vice chair-
man of the national committee, will be-
come "acting" chairman after the re-
turn of Cortelyou. New will succeed to
the honors and duties of chairman
but may have to sign himself "acting
chairman," until the entire committee
meets in December next to fix a time
and place for the next national conven-
tion.

Wields Great Power.

It is the usual custom for the com-
mittee to meet in December preceding the
year in which a President is to be chosen
and at such meeting all arrangements
for the convention are made. A tempo-
rary chairman and the temporary of-
ficers for the convention are picked out
and such action may have an impor-
tant bearing on the fortunes of a Presi-
dential candidate. Even as acting chair-
man of the national committee, Harry
New would have great power. Hence
the objection that might be made to
him by the Fairbanks following. It is
well known that New has never trained
with the Fairbanks people in Indiana.

John C. New, father of Harry, was
a devout worshipper at the Harrison
shrine and was sent to London as con-
sul general, where he picked up a for-
tune in the good old days of unlimited
consular fees.

No one can blame Harry New if he
never fancied the prominence and power
of the Fairbanks combination in the
Hoosier State.

New is made acting chairman
of the national committee there will
be a chill in the Fairbanks camp. No
wonder then that quiet moves have been
made to circumvent the elevation of
Fairbanks' dearest foe to such an en-
lightenment. Fairbanks' stock will go tum-
bling all over the country the day after
the announcement is made that Harry
New is at the head of the national or-
ganization. The very fact, well known
in Washington, that the President thinks
it the proper thing to give New the pro-
posed title of "Congressional Limited" is
not looking with favor on the Fair-
banks' candidacy.

President Finds Authority.

Some time ago it was intimated by some
interested people that New could be con-
sidered a successor to Cortelyou, and
that the entire committee would have to
(Continued on Second Page.)

Thinks Into a Girl's Mind 1,200 Miles Away

That's what a reputable citizen
of Atlanta claims he can do—his
thoughts are instantaneously trans-
mitted without telephone,
telegraph, or other mechanical
device to the mind of a distant
young woman. W. T. Stead, the
great English publicist and psy-
chologist, says this method of
transmitting thought—commonly
called "telepathy"—will soon do
away with telegraphs and tele-
phones. Mr. Stead and the At-
lanta man who claims to have
sent telepathic messages to a
woman 1,200 miles away, will
discuss telepathy in

Next Sunday's Times

Buy The Times tomorrow.

BURIAL FIGHT GROWS WARM IN CONGRESS

Contest Over Congres-
sional Cemetery by Par-
ish Is On.

A cemetery, in which lie the remains
of two Vice Presidents and many Sen-
ators and Representatives, is the founda-
tion of an insistent fight that is now
being made before the Senate Commit-
tee on the District of Columbia.

Advocates and opponents of the bill to
use the vestry of Washington parish to
use as burial sites portions of G. H.
Eighteenth and Nineteenth streets
southeast, in Congressional Cemetery,
appeared yesterday afternoon before
the Senate District Committee's sub-
committee composed of Senators Bur-
kett, Scott, Allen, Blackburn and Gear-

The bill has passed the House. In
fact, it has passed the House in three
or four Congresses, and has invariably
failed to get through the Senate. This
year members of the vestry of Wash-
ington parish and many people inter-
ested in the cemetery are making a strong
effort to have it get through the Senate
and become a law.

Advocates' Argument.

Those who advocate the bill contend
that, as Congressional Cemetery is be-
coming extremely crowded, it is essen-
tial that more burial space be allowed
or it will face the great probability of
being abandoned. Against this aban-
donment there is a strong sentiment
among those who are interested in the
cemetery, or those who have relatives
buried there.

The opposition, to the bill, as voiced
in the hearing yesterday afternoon, was
that the cemetery might be abandoned
and used for other purposes, and that,
therefore, the portions of the streets
mentioned in the bill should not be al-
lowed to go from the control of the
Government. This was the argument of
Thomas W. Smith.

W. W. Eldridge Opposed.

W. W. Eldridge, chief of division in
the Treasury Department, said he wan-
ted the bill voted down because he has
a burial lot facing the parking of one
of the streets, and he does not want
other lots placed in the parking between
his lot and the roadway.

Some criticism was heard because Mr.
Eldridge, an employee of the Treasury
Department, appeared before the com-
mittee to influence legislation, despite
the executive order of the President on
the subject, which reads as follows:

"All officers and employees of the
United States of every description, serv-
ing in or under any of the executive de-
partments or independent Government
establishments, and whether so serving
in or out of Washington, are hereby for-
bidden, either directly or indirectly, in-
dividually or through associations, to so-
licit an increase of pay or to influence
or attempt to influence in their own in-
terest any other legislation whatever,
either before Congress or its committee,
or in any way save through the heads
of the departments or independent Gov-
ernment establishments in or under
which they serve, on penalty of dis-
missal from the Government service."
In the history of the cemetery ques-
tion, Mr. Eldridge, it is stated;
The sites previously donated to the
Government had been located near the

(Continued on Second Page.)

\$1.25 to Baltimore and Return
via Pennsylvania Railroad, every Sat-
urday and Sunday. All regular trains ex-
cept the "Congressional Limited." Take-
ets good to return until Sunday night
—Adv.

WAS ON DUTY SIXTY HOURS WITHOUT SLEEP

Hildebrand Could Get
Only Snatches of Rest
For Nearly Three
Days.

Will Not Admit Loss of
Sleep Had to Do
With Missing
Signal.

Was on Duty Most of
Time From Friday
Morning Until
Accident.

Henry Hildebrand, engineer of the
"dead train" which crashed into the
Frederick passenger at Terra Cotta last
Sunday evening at the cost of more than
two score lives, had, at the time of the
accident, been for fifty-seven or fifty-
eight hours in almost continuous serv-
ice, with only two intervals, of four
hours each, of sleep.

The record of his last fifty-six hours
before the disaster at Terra Cotta was
brought out by process of close ques-
tioning during his examination before the
 Interstate Commerce Commission in
the investigation of the wreck. Attorney
Luther M. Walter, for the commission,
had the witness in hand when these
startling facts were brought out.

Hildebrand went on the stand yester-
day afternoon, and was not done with
his story of the wreck when adjourn-
ment was taken last evening. He re-
peated his testimony this forenoon. The
detailed account of his experience for
the fifty-six hours before the wreck in
substance is this:

He rose about 9 a. m. on the Friday
before the Sunday of the wreck, and
that evening at 8 o'clock left Baltimore
for Washington. He arrived in Wash-
ington at 11 o'clock, and remained at the
Hotel Hamilton, where he remained until
about 4:30 a. m. He turned over his en-
gine, washed, breakfasted, and went to
bed about 7 a. m. Saturday.

Called Within Four Hours.

He was called again at 11 a. m. to
take out a light engine—that is, an en-
gine without train—which he was to
bring to Washington. He left Cumber-
land on the light engine some time after
noon Saturday, and at Washington
Junction was asked if he was willing
to return with a train to Cumberland.
He replied that he was, and proceeded
to Washington with the light engine.

He got no sleep in Washington, and
left again about engine some time after
noon Saturday, and at Washington
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PACIFIC MAIL STEAMER, CARRYING 100 PERSONS, LOST IN A FIERCE GALE

ROOSEVELT AGENT VICTIM?
Dr. Henry W. Coe, one of the Panama's passengers,
intended to make a stop at Panama to make an investi-
gation of hygienic conditions to make a report to the
Medical Editors' Association of which he was president,
and to President Roosevelt.

All Negro Troops To Go To Philippines Because of Outburst

Secretary of War Issues Significant Order Af-
fecting Every Colored Regiment in
United States Army.

Before the end of the present year
every colored regiment in the United
States Army will be serving in the
Philippine Islands. An order of the
Secretary of War, which, in view of
the recent agitation over the dismissal
of colored troops of the Twenty-fifth
Infantry, is regarded as most signifi-
cant, directs that the Twenty-fifth In-

KNOW EXTRA WAS BEHIND WHEN IT HIT

Engineer of Wrecked
Train Testifies at Terra
Cotta Inquest.

Engineer B. L. Vermillion, who was
at the throttle of train 66, which was
wrecked at Terra Cotta, Sunday night,
was on the stand throughout the morn-
ing session of the coroner's inquest to-
day. It is probable that the remainder
of his crew, and perhaps Engineer Hil-
debrand, of the extra, will be called
before adjournment this afternoon. A
thirteen-year-old boy, who was riding
with a view to ascertaining the cause
of the wreck and the operation of the
block system.

Engineer Vermillion stated that he
had been operating the train for some
time before the accident. He had been
operating the train for some time before
the accident. He had been operating the
train for some time before the accident.

No Violation of Rule.

Rule 56 of the Baltimore and Ohio was
read to the witness, this rule stating
specifically that when a train stops at
any station for any length of time, a
flagman shall be sent back. The witness
stated that he did not obtain in his
case for the reason that he only stopped
at Terra Cotta long enough to put off
and take on passengers, the usual stop.

He further stated that nothing could be
done to avert a wreck after a train had
been rushed by a red signal and into the
block of another train in front. Ver-
million stated that if he had been op-
erating an extra train and had received
a double green signal at Silver Springs
he would have proceeded at a speed of
not over ten miles an hour until he
ascertained the cause of the trouble.

Going at that speed he said that a train
could be stopped within 120 yards.

The witness admitted that his eyes
had been examined within the past year
and the examiner had advised him to
wear glasses. He stated that he could
see better without the glasses now than
with them.

Gets Recommendation.

Superintendent Galloway stated that
Vermillion bore a good reputation as
an engineer. Commissioners West and
McFarland were present today and quite
a number of questions asked by the
coroner were suggested by them. They
manifest great interest and the entire
investigation is being rigidly prosecuted
with a view to ascertaining the cause
of the wreck and the operation of the
block system.

Before the Terra Cotta wreck inquest
was resumed this morning it was stated
by Commissioner McFarland that he
had learned that an engineer named
Anderson and Fireman Crockett were
"dead heading" in the cab of the en-
gine of train 66. Both will be called to
testify.

One of the schedules of the Baltimore
and Ohio railroad shows that Dr. Ed-
ward H. Coe, of the Medical Editors' As-
sociation, was to stop at Panama, Pa.,
(Continued on Third Page.)

Notice.

For important changes in schedules of
Southern Ry. see pages 2 and 12—Adv.

City of Panama's Life
Rafts, Provisioned,
Drift Ashore.

Emissary of President
Among Passengers
of Vessel.

Little Hope Entertained
For the Safety of
People.

SAN FRANCISCO, Cal., Jan. 5.—The
Pacific mail steamship City of Panama
is believed to have foundered at sea.
Whether any of the more than 100
passengers and crew on the vessel have
been saved is unknown.

Life rafts from the steamer, provision-
ed as if for hasty flight, came ashore
last night at Waddell Beach, sixty-six
miles south of here. During the night
a vast quantity of wreckage came close
to the shore and the worst is feared.
Rancheros patrolled the beach today to
watch for bodies that might be washed
ashore.

There were fifteen first-class cabin
passengers on the Panama besides 25
Chinese and 20 steerage passengers.
Among the passengers was Dr. Henry
Waldo Coe, of Portland, who was book-
ed through to New York City. Charles
L. Shafford, J. V. Conely, and Harry
Cooper, wife and child.

Her cabin passengers were James
Bowdrey, W. G. McPherson, R. G.
McPherson, Dr. E. Sutherland and wife,
Dr. H. W. Coe, and wife, T. E. Prince,
Frank J. Gluyas, Thomas, Charles
L. Shafford, J. V. Conely, and Harry
Cooper, wife and child.

Terrific Gale Raging.

A terrific southeastern gale has pre-
vailed along the coast for some days.
News of the disaster was brought to
Pescadero from Waddell Beach by Mr.
Littlefield, a citizen, who rode the six-
teen miles from Waddell Beach on
horseback.

He sent his message by telephone to
San Francisco, as follows:
"At 1 o'clock this morning two life
rafts came ashore at Waddell Beach.
There were on the raft oars, bathtubs,
a barrel of water, and a box of crack-
ers. This afternoon at 2:30 o'clock J.
W. Swineford found, about two and a
half miles below Waddell Beach, two
more life rafts equipped as those found
on Waddell Beach. They were fasten-
ed together, and the rafters were plainly
marked 'City of Panama.'"

The fact that the rafts which came
ashore were provisioned has led to the
belief that the ship either washed off
before the passengers were ready to
leave the ship or that passengers were
swept from the ship into the sea after
seeking refuge on the rafts. The latter
event all probably perished, while
the former theory is true there is a
chance that those still afloat and
their crew and passengers may be
saved.

Look for Missing Ship.

Today rancheros from the neighborhood
are patrolling Waddell Beach looking
for bodies or other bits of wreckage
which may tell the story. A keen look-
out is being kept over the sea for any
trace of the City of Panama or for dis-
tress signals. So far no word has been
received of further developments.

The City of Panama sailed from this
port last Monday afternoon at 4 o'clock,
bound for Ancon, and the first stop
was to be made in Mazatlan, a port on
the Gulf of California. Under ordinary conditions this
port could be reached in six days.

The vessel was commanded by Capt.
A. W. Nelson, his first trip. He was
master of the City of Panama, but on
meeting that vessel in port last trip
he gave way to Captain Thompson,
who was sailing the service. Captain
Nelson was appointed as captain in
the company's service about six months
ago. Prior to that he was first officer
of the steamer Newport. He is rated as an
excellent seaman.

W. H. Pillsbury, a brother of Capt.
A. W. Nelson, of the Marine Under-
writers, was first officer of the Panama.
He was chief officer of the Manchuria
when she ran ashore at Rabbit Island,
in 1899. This was his second voyage on
the City of Panama, and he has seen
long service on the Panama route.

Thomas Selfridge was the chief en-
gineer of the steamer and he was one of
the best known marine engineers on the
coast. E. S. Nagel went on the vessel
as first assistant engineer. E. N. Borg,
who formerly acted as freight clerk on
the China, was purser; Dr. Adams, sur-
geon, and J. Hazelwood, chief steward.

Carried Large Crew.

The vessel carried a freight clerk,
storekeeper and, besides the captain and
first officer, two other deck officers.
There were about twelve in the deck
crew, which was made up of Mexicans.
In the chief steward's department there
were about eighteen hands and in the
engineer's department, over twenty.

The steamer City of Panama was one
of the oldest steamers on the coast. She
was built in 1873 by J. Roach & Son in
Philadelphia and brought around to this
coast. She measured 20 feet in length,
36 feet in breadth, and 20 feet in depth.
The steamer is the oldest operated by
the Pacific Mail and considering the fact
that she has been in constant service
for over thirty-five years, she ought
to have been sold for old junk long ago.
It has long been feared among shipping
men that the vessel would founder some
day. She is so built that when deeply
loaded the main deck is not very much
above the water, and during heavy
weather the sea continually sweeps this
portion of the vessel.

Among the Pacific Mail Company's
men there has been some antipathy
about sailing on the vessel.

Notice.

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